

<b>RTIP ID# (required)</b> 240381				
<b>TIP ID# (required)</b> ALA130024				
<b>Air Quality Conformity Task Force Consideration Date</b> November/Dec 2013				
<b>Project Description (clearly describe project)</b> The Lakeside Green Street project is a low-impact, complete street project that will install high-quality bike and pedestrian facilities connecting the project area to major transit hubs, business districts, Lake Merritt, and Oakland's 130+ mile bikeway network. The project will calm traffic through vehicular lane reduction and provide a total of .92 miles of new Class II bike lanes along Harrison St. and Lakeside Drive between 19 <sup>th</sup> St. and Grand Avenue as well as adding 13 new bike racks. Curb cuts and rain gardens will also be installed along Harrison St. and Lakeside Dr. to treat storm water and to create an additional buffer between the roads and the highly used recreational lakeside trail. The project will install 1.28 miles of new and improved pedestrian pathways, sidewalks, and trails throughout the project area. Pedestrian crossings will be made more direct and shorter and 38 new ADA ramps will be installed along with new audible traffic signals for 3 intersections. The project includes the resurfacing of deteriorated key roadway segments.				
<b>Type of Project:</b> Bike and Pedestrian Access Improvements adjacent to Lake Merritt. Partial removal of roadway and increased park and open space at Snow Park. Reconfiguration and lane width reduction at three intersections (20 <sup>th</sup> /Harrison, Lakeside/Harrison, Lakeside/Jackson). Stormwater management and water quality improvements on all improved roadways.				
<b>County</b>  Alameda	<b>Narrative Location/Route &amp; Postmiles</b> <b>Lakeside Avenue, 20<sup>th</sup> Street and Harrison Street in Downtown Oakland</b> <b>Caltrans Projects – EA#</b>			
<b>Lead Agency:</b> City of Oakland				
<b>Lead Contact:</b> Ali Schwarz	<b>Phone#</b> 510-238-7310	<b>Fax#</b> 510-238-7826	<b>Email</b> aschwarz@oaklandnet.com	
<b>Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)</b>				
<i>Categorical Exclusion (NEPA)</i>	<b>EA or Draft EIS</b>	X <b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<i>Other</i>
<b>Scheduled Date of Federal Action:</b> Spring 2014 (prior to submission of E-76 for construction)				
<b>NEPA Delegation – Project Type (check appropriate box)</b>				
X <i>Exempt</i>	<b>Section 6004 – Categorical Exemption</b>		<b>Section 6005 – Non-Categorical Exemption</b>	
<b>Current Programming Dates (as appropriate)</b>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	9-2013	Completed	12/15-13	11-1014
<b>End</b>	1-15-13		1/15/14	12/1/16
<b>Project Purpose and Need (Summary): (please be brief)</b> The project area is in a major multimodal travel corridor between the Adams Point, Oakland Ave./Harrison St. and Grand Lake neighborhoods and destinations such as Lake Merritt, the Broadway/20 <sup>th</sup> St. transit hub, uptown/downtown business districts, and the Lake Merritt and 12 <sup>th</sup> St. BART stations. Linkages between these neighborhoods and prime destinations are tenuous. There are safety issues for all modes of travel and gaps in pedestrian and bicycle access. The project will improve safety and provide high quality pedestrian and bicycle facilities.				

**Surrounding Land Use/Traffic Generators** *(especially effect on diesel traffic)*

Harrison Street from Grand to Lakeside Drive – Business/Commercial/Institutional  
Lakeside Drive – Park Open Space and High density residential  
20<sup>th</sup> Street – Business/Commercial/Transit Hub

**Brief summary of assumptions and methodology used for conducting analysis**

Traffic turning movement counts at the project intersections were collected for the AM and PM peak periods. Near term (2015) and Cumulative (2030) traffic volumes were taken from another study in the area called the Emerald Views Residential Development project at 222 19<sup>th</sup> Street. LOS analyzed for AM and PM peak hour using Highway Capacity Manual 2000 methodologies supplemented by Synchro.

**Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

20 <sup>th</sup> street/Harrison:	LOS B (Build),	LOS C (No Build)	6,810 ADT,	136 Truck ADT (2%)
Lakeside/Harrison :	LOS B (Build),	LOS A (No Build),	20,045 ADT,	400 Truck ADT (2%)
Lakeside/Jackson:	LOS A (Build),	LOS A (No Build)	13,530 ADT,	298 Truck ADT (2.2%)

**RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility (2030 Horizon Year)**

20 <sup>th</sup> Street/Harrison:	LOS C (Build),	LOS C (No Build)	13,155 ADT,	263 Truck ADT (2%)
Lakeside/Harrison Street:	LOS B (Build),	LOS A (No Build),	35,530 ADT,	711 Truck ADT (2%)
Lakeside Street/Jackson :	LOS C (Build),	LOS A (No Build),	21,175 ADT,	466 Truck ADT(2.2%)

**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

N/A

**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

N/A

**Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses**

N/A

**RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses**

N/A

**Describe potential traffic redistribution effects of congestion relief** *(impact on other facilities)*

The lane reduction on Lakeside Drive will have a minimal redistributive effect because traffic is currently light and future traffic volumes are within the capacity of a two lane facility. The other major change is the reconstruction of the 20<sup>th</sup>, Lakeside, and Harrison confluence. While this change will have benefits for operations and safety, it is not expected to add additional capacity so no redistribution effects are anticipated.

**Comments/Explanation/Details (please be brief)**

This project includes reconfiguration and lane width reduction at three intersections (20<sup>th</sup>/Harrison, Lakeside/Harrison, Lakeside/Jackson) in order to make improvements such as traffic calming, new bicycle facilities, and improved pedestrian facilities. The project is not adding any additional traffic to the existing facilities and the reconfiguration of the 20<sup>th</sup> Street, Harrison Street, and Lakeside Drive area will improved safety and operations for all users.